

Hongkong Daily Press.

ESTABLISHED 1857

DAIRY FARM CO.,

563

RANDOM REFLECTIONS.

Now that the summer of our discontent is over, we are beginning to feel the joy of life. The blood has a tingle as it courses through our veins these mornings, and we wake up feeling the benefit of a cool and refreshing sleep. Summer has its pleasures, no doubt, but for sheer pleasure of living give me winter with its crisp days and its atmosphere as exhilarating as good wine.

The event of the week was, of course, the Budget speech, when His Excellency the Governor eclipsed his previous best performance by a column or two. Nine columns of solid oratory. It is enough to make any man cease his subscription.

It is curious to note that although most of the newspapers agreed that the speech was very lengthy one journal is of the opinion that it was not quite long enough, or rather that he didn't say the things that he ought to have said. It's too bad to charge the Governor with sins of omission as well.

Whether it was the merry composer that was responsible or not, I can't say, but I noticed one newspaper referred to the military contribution as the mail contract, and another euphemistically brought the goal under the category of charitable institutions.

Most people have ideas about the subsidiary coinage question, and of course it helps us to understand the true inwardness of the saying that in the multitude of councillors there is confusion of thought. The attitude of the Governor standing by to see which of the protagonists in the coinage campaign would emerge victorious is a safe one, but in the circumstances he cannot be blamed. Until those who complain know what they want or agree to what is desirable it is hopeless for the Government to attempt to interfere. They can only sit tight and await developments.

While the community is reflecting on the Subsidiary Coinage Question, let us take a long view and reflect on the difficulties to be encountered on the jointly administered Kowloon-Canton railway. Will this railway department of the Government refuse Canton currency when tendered for tickets at this end, just as they do when it is tendered for stamps at the Post Office? Or will the Chinese authorities agree to put up the fare to cover Hongkong's loss on exchange? Eh? An interesting question to be sure.

While the Retrenchment Committee were so busy recommending economies in every department which did not concern themselves, it struck me that the scope of their reference might have been extended. I noticed that His Excellency approved of the proposition to rebuild two of the government pavilions on the Peak used by the higher officials. Why these officials should have such a concession I have never been able to understand. If they should fall sick they are ordered off to Japan and if they struggle through their four or five years' service they enjoy a long furlough at home drawing sufficient of their salary to make their holiday the success that a liberal allowance ensures.

The villas for the lower class of civil servants represent money well spent, but why the Government establishments on the Peak should not be made lucrative in the winter is what I have failed to understand. It seems to me that instead of allowing one or other of the higher placed officials, who are well able to pay for house rent, to live in one or other of those pavilions through the winter rent free, the Government should charge a rent for them, as they are entitled to do, and obtain a fair proportion of the interest expended on the capital. For instance, the four places I have mentioned could be let for at least \$50 a month each, plus the usual charge for the use of the furniture. There you have \$200 a month, or \$1,200 in six months. This may not have come within the purview of the Retrenchment Committee, but as they are charged with effecting economies wherever possible they might give the subject their attention.

There are certain features in the draft estimates which give us seriously to think. For instance, we see that the \$400,000 which was the original estimate of the Law Courts has become \$796,200 in the revised estimate, while the original estimate of \$500,000 for the construction of the Post Office has been practically doubled, being now \$930,000. We have had an explanation of the remarkable increase of the cost of the railway over the original estimate. Why should there not be some explanation of these big differences?

We are often told that the road to a certain place is paved with good intentions, but what brings the subject to my mind at present is the request of some people in Manila to the Municipal Board to repair certain roads, and they promise that the good folks will requite their kindness by saying three Santa Marias a day for one month for their benefactors. I am afraid the Board will want something more substantial than prayers, before undertaking such a work.

A smelling competition was one of the attractions provided at the Y.M.C.A. social on Saturday night. Competitors had to guess the contents of thirteen bottles by merely holding them to their noses, and I believe all sorts of violent odours assailed the olfactory nerves of those who essayed to win the prize. It has occurred to me that such a test would not be a bad one to apply to Sanitary inspectors, and I commend the idea to the Department.

CANTON.

(FROM OUR CORRESPONDENT).

8th October.
TROUBLE IN KA YING CHOW.
There has for some months past been a great deal of quarrelling and agitation among those interested in education in Ka Ying Chow. Numerous petitions have been sent to the Viceroy regarding this matter and he has lately held a complete investigation. As a result it has been proved that the whole trouble is due to the incompetence of the district magistrate, who has utterly failed to carry out his duties in a becoming manner. The Viceroy has now discharged this official and a more able man has been appointed to the post.

UNFILIAL CONDUCT.
In the Nam Hoi District there is a village called Shum Shui, and among its inhabitants is a young fellow called Hu Chung, who has made himself notorious by his reckless gambling. Being very unlucky he from time to time demanded money by threats from his father. The latter put up with this state of affairs for some time, but the son's conduct getting worse he charged him with unfilial conduct before the Nam Hoi Magistrate. He managed to escape, however, and returned to the village. That very evening he made a fresh demand for money, and on being refused, attacked his father with a long knife. The youth's former teacher happened to be present and he endeavoured to protect the father, but was himself severely stabbed. The youth was at length overpowered and handed over to the authorities, and he now awaits trial.

SUPERSTITION IN FATSHAN.
The inhabitants of Fatshan are in a great state of anxiety as to their fate. Someone has been issuing circulars and scolding them broadcast over the town warning the people that the place is about to be stricken with a pestilence and that the major portion of the inhabitants will die. These, of course, implicitly believed by the inhabitants, and there is a great deal of unrest in the town in consequence, but with the supposition that characterises them, the officials are making no efforts to discover the distributor of the circulars or to calm the minds of the people.

ASSISTING THE POLICE.
A man whose place of business is in Young Chung Street stored a large number of bricks in front of his premises in a way likely to cause danger to the public. A constable called his attention to the state of affairs and ordered him to remove the bricks without delay. He not only disobeyed this order but assaulted the policeman, who thereupon arrested him and took him to the nearest police station. The Kalfong people of this spot are a turbulent set and they immediately made a great disturbance. They left their work and closed the gates of the street, threatening vengeance on the police. The latter, however, were more than a match for them and compelled them to open the gates. A few of the better-minded among the inhabitants of the street assisted the police, and before long order was restored.

CORRESPONDENCE.

THE PROPOSED BEACON ON BUNANSIAH ROCK.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

Hongkong, Oct. 9th, 1909.
SIR,—In His Excellency the Governor's Finance speech he is reported as having used these words: "The Miscellaneous Works vote is \$355,000. This is for the various urgent minor works for which necessity is shown during the year. They will, I hope, include the beacons on Bunansiah and Douglas Rocks etc., etc."

I earnestly hope the Government will not be so ill-advised as to go to the expense of a beacon on the Bunansiah Rock.

Sooner or later a light will have to be erected on Mah Wan Island, at the Hongkong entrance of Kap-Sui Moon, and the money used in erecting this utterly useless beacon could be more profitably employed in commencing this light.

Had a light been there previously, the *Powan* would probably still have been afloat, and the terrible loss of life at that disastrous wreck averted.

What a great pity it is that H.M.S. *Flora* did not go ashore on Mah Wan, instead of the rocks in the Kowloon Bay.

We should in all probability have had the at present useless light on Signal Hill, in a position of some service to the vast mercantile interests of the Government, viz., at the much-used entrance of the Canton River—Yours truly,

WHARF RAT.

"EMPRESS" WIRELESS NEWS FROM THE PACIFIC OCEAN.

Mr. D. W. Craddock, General Traffic Agent of the C. P. E. Co., writes:—It may be of interest to your readers to learn that we have received a further wireless message from the *Empress of India*, (repeated from Yokohama) dated 7.30 p.m. 8th October, at a range of 1,200 miles, reporting continuance of the fine weather previously experienced. The Captain further reports all well on board. The great success of the Marconi wireless apparatus installed in the "Empresses" is to be particularly noted, the ship being still in communication with the Japanese coast at a distance of 1,200 miles.

ACCIDENT TO THE "DAIJIN MARU."

After three days at sea s.s. *Daijin Maru* put back to Amoy with a broken propeller on 6th. After docking in Amoy to change the propeller she is expected to sail for Tamam on the 10th or 12th.

THE BUTLER-WRIGHT CASE.

THE APPLICATION AT SHANGHAI FOR CHANGE OF VENUE.

The following report of the application by Mr. J. C. E. Douglas, Counsel for Mr. Butler Wright, before Sir John S. Sandhu, in H. M. Supreme Court at Shanghai, to change the venue of the trial of the defendant from Canton to Shanghai, is taken from the *North-China Daily News* of Tuesday, October 5th.—
Mr. Douglas said that he had just arrived from Canton and he had brought with him the following affidavit made by the accused, in support of the application:—
I, William Butler Wright, of Shanghai, Canton, in the Empire of China, make oath and say as follows:—
1—I have been committed for trial upon four several charges of larceny of sums of \$21,526, \$13,000, \$55,000 and \$4,000, money of and belonging to His Imperial Majesty the Emperor of China.

2—Upon learning the case for the prosecution it appeared that the Managing Director of the Canton-Kowloon Railway, the representative of the Emperor of China in this matter, in no way consented to the institution of this prosecution, but that the same was instituted upon the personal initiative of one Frank Grove, Chief Engineer and a fellow employee with me of the railway.

3—I have been arrested on these charges without notice and without being given any opportunity to offer any explanation of the same, and I believe that in the institution of this prosecution as well as in its conduct, a certain amount of animus and personal feeling towards me has played no inconsiderable part. This personal feeling against me extends throughout the whole of the Shanghai where I have many enemies and absolutely no friends. In proof of this I may state that though I have resided there for 24 months, have been a member of all the Clubs, taken a prominent part in the life of the place and done kindnesses to many, I have found on my arrest no persons to come forward and give the necessary security to enable me to be released from custody.

4—The matter of my arrest and charge has been fully discussed in all the Clubs and bars of the place and although the public, which is very small and limited to about one hundred persons, have not yet been told my side of the story, they all seem to be fully convinced that I am guilty.

5—In consequence of the above fact and in view of all circumstances of the case I conscientiously believe that it will not be possible for me to obtain fair and impartial trial before a jury of my fellow-countrymen in Canton.

Mr. Douglas added that it was well-known to some of the railway people that Mr. Wright was leaving as early as August 31, and it was well-known to the Chief Engineer two days before Mr. Wright left that he was leaving by the *Mari* and that his passage was booked for the *Mari* and that the case had been put through with considerable haste, and that there was considerable feeling in connection with the matter was shown by the newspaper reports.

In the *N. C. Daily News* of September 6, there was the following telegram:—

"CANTON-KOWLOON RAILWAY."

ALLEGED DISAPPEARANCE OF AN ACCOUNTANT.

Hongkong, September 5.
It has been reported to the police that Mr. Butler Wright, accountant of the Chinese section of the Canton-Kowloon railway, has disappeared.—Our Own Correspondent.

That, commented Mr. Douglas, was one of the many rumours which were prevalent at the time.

His Lordship—I shall have to have something stronger than that. That is a telegram to Shanghai and it cannot prejudice a trial in Canton.

Mr. Douglas—the local (Hongkong) papers have headed their articles about this case "The Railway Sensation," and such like. The chief basis of my application is the peculiar conditions prevailing in Canton. There is a very small jury list indeed, and of the eight witnesses called, seven are residents in Canton. That is called the list, and in addition everyone in the railway with considerable haste, and that there was considerable feeling in connection with the matter was shown by the newspaper reports.

His Lordship pointed out that each party had three peremptory challenges.

His Lordship replied that if a jury could not be found the Court would, if necessary, sit with Assessors.

Mr. Douglas then dealt with the question of convenience. His Lordship said that inconvenience to the Court or Crown would not stand in the way if a miscarriage of justice was in any way probable. He was acquainted with the conditions prevailing in Canton, and there might be some difficulty in obtaining a proper trial there. At the same time he would remind counsel of the Consul's statement that the persons were available who would be called in evidence, and that the accused was not in any way prejudiced by the case alone. With regard to the appearance of the witnesses the Consul seemed to think that the witness Wei Han could not attend here, and as regarded the railway he said the trial would cause great embarrassment to the administration and that they would lose the services of the Chief Engineer and Acting Chief Accountant at a time when the audit was going on.

Mr. H. P. Wilkinson, Crown Advocate, said that his chief objection to the case being tried in Shanghai was that it might be necessary to refer a great deal to the books of the railway, and in that case they would require to have all the books and other necessary material brought up here. He preferred to put the accounts before the jury in a way in which he would be able to understand them, and the Crown might not be justified in paying the claims of the witnesses who would have to come up here for trial. He thought that it was necessary that they should have Wei Han's evidence, and he could not see why he should be allowed to go away. Mr. Wilkinson added that it was a question whether the Crown was justified in having all this expense by bringing witnesses to Shanghai and transporting books, unless the private prosecutors were willing to pay something.

His Lordship—Is that a question I ought to consider?

Mr. Wilkinson referred to the practice in this case. His Lordship—Would it be in a criminal case? Mr. Wilkinson—I think the Court should consider it. With regard to Wei Han I think his Government should not allow him to go away in the circumstances. As regards myself, my only serious objection to the case being tried here is that I should like all the material

for the question of account here at my hand, and the difficulty of explaining to a jury the whole of the case which has gone before. It is entirely for your Lordship to say whether the trial will be easier here or there.

His Lordship—Will you put it as high as this, Mr. Crown Advocate; you think it is your duty to oppose the case being tried here? I quite appreciate your reason that you would like everything in your hands before going into Court, and you might not have it here. Is your feeling so strong as to oppose the trial here?

Mr. Wilkinson—It is my duty to place it before the Court for consideration.

His Lordship—Just so, but do you put it so strong as to press it?

Mr. Wilkinson—For that reason I would press it upon the Court.

His Lordship—Suppose these should be no delay. It seems to me if this were not pressed on, you would be able to get your papers and instructions for trial here. I have always felt, from the beginning, that this is a very heavy and hasty would be most unfortunate and prejudicial to the proper administration of justice which is, of course, a proper determination of the question before us—the innocence or guilt of the prisoner—and therefore I think it is most unfortunate that the principal Chinese witness in such a case as this should not be able to attend, and I think it really most essential that he should be here, and I think that the Chinese authorities should know that this is my view, as it is your view Mr. Wilkinson, and I think also the view of Mr. Douglas as representing the prisoner, is it not?

Mr. Douglas—Yes, my Lord.

His Lordship—I think the Chinese authorities should know that this is the view of all of us who are concerned in the administration of justice here, and that if, in the face of that, his attendance cannot be secured, at all events we all feel that everything so far as the administration of British justice is concerned that is committed to our hands, that any failure of justice which might occur owing to the absence of this witness we cannot hold ourselves responsible for it. That is my view and I shall take the first opportunity of calling the Chinese authorities' notice to that by communicating with His Majesty's Minister in Peking.

Feeling as I do, I would ask you, Mr. Douglas, if I grant this change of venue, whether you press for the case to be heard at once?

Mr. Douglas—I want to point out that I must be prepared for that man to give evidence now and that he would not be available for the trial. I have in a measure to be prepared for his absence. I think it is desirable that we should not have to rely on the evidence taken in the lower Court, but he should be present at the trial.

His Lordship—I feel that strongly myself. I think if I grant this I must of necessity allow time to the Crown Advocate to get further instructions.

Mr. Douglas—My client feels so strongly about the change of venue as to stay in custody an extra two weeks to enable it to be done.

His Lordship—I will not decide the question at once, but I will telegraph to His Majesty's Minister at once, and I shall wait a further report from Canton, which I hope to get in answer to a telegram which I sent this morning.

In reply to a remark by Counsel his Lordship said that he had looked up the sailing list, and he did not think they would care to go to Hongkong before Friday. If they counted up the days they would see that the trial might begin on the fourteenth of this month at Canton. The question of the change of venue could, however, come up on Wednesday morning at 10 o'clock.

LORD CHARLES BERESFORD IN CANADA.

(FROM THE "TIMES" CORRESPONDENT).

Toronto, September 5.
The speeches of Lord Charles Beresford have not been exactly what was expected by at least a section of the Canadian public. On his way up from Quebec he refused to submit to newspaper interviews, but the impression was created, not at all unjustly, by his intention to do so, that when he spoke at Toronto he would deal in blunt and radical fashion with British naval policy and the general question of Imperial defence. As a matter of fact, however, he has been singularly reticent and discreet. If he has disappointed a few hot-heads, he has greatly commended himself to sober-minded Canadians of all classes. He has borne himself with the dignity and discretion of a responsible Imperial councillor, and has said nothing to engender the partisan politics. There is no doubt that Canadians generally would resent any suggestion of British dictation. No one would be more welcome to the opponents of the Canadian Government's naval policy. These perhaps are not numerous, but they would be more noisy, if the British Press or British statesmen assumed an attitude of dictation. We could have no better illustration of this than the rebellious comment of some months ago on a leading article in *The Times* which was undoubtedly misrepresented in the cable despatches. The Lord Charles Beresford has clearly apprehended, and the whole result of his addresses in Canada has been to unify and intensify the public feeling for Canadian participation in naval defence, and to deepen Canadian loyalty to the Empire.

IMPERIAL FEELING IN CANADA.

Lord Charles has not failed to notice a fact which impresses all observant visitors from the Mother Country, that is, the curious depth and fervour of Imperial patriotism in this country. It is now possible to talk patriotism in Canada without the suspicion that there is behind it some design to serve a party interest or to exploit the Treasury. Not so many years ago there was some danger that the flag would become a party emblem. There was danger that circumstance and the character of party warfare would create two factions, one trading in British loyalty and the other denouncing flag worship as the professional rhetoric of fanatics. All that has disappeared. To-day no one would listen if the Imperial patriotism of either party were assailed, and the practical and genuine loyalty of all elements of the population is admitted. It is just as certain that few Canadians could be persuaded to the Colonies or could be induced to think that even the final refusal of a preference to Canadian products was any evidence of indifference to the interests of this country, or of covert hostility to Imperial unity. As we assert the right to determine our own naval policy in sympathetic co-operation with the Mother Country, so we concede as fully the right of Great Britain to settle its own naval

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[36]

policy. As British interference would be unwelcome here we conceive that Canadian interference would be unwelcome at home, and while naturally and undoubtedly the great mass of Canadians desire a preference in British markets, we recognize that a concession granted by either country in a spirit of sacrifice could only breed evil results in the end.

LORD CHARLES BERESFORD'S SPEECHES.

Whatever may be Lord Charles Beresford's characteristics as a British politician, it must be admitted that he has spoken here with a fine understanding of Canadian feeling and a correct apprehension of our attitude towards the Mother Country. His more important addresses were spoken at the official opening of the Canadian Industrial Exhibition, at the Canadian Club, at the Toronto Club, and at the National Club. On the Toronto Club he spoke to distinguished and deeply-interested audiences, and he said not a word that has roused hostile comment. He gave his emphatic approval to the Imperial Defence Conference, and argued that in advance of full knowledge of its conclusions criticism would be untimely and improper. He was equally outspoken in his support of the policy of national navies, admitting that colonial supply, and that the policy of each of the four nations must be under the control of its own Government. He told us over and over again that the supreme interest of the Empire was peace, that there was no insurance for peace equal to a strong navy, and that command of the trade routes was absolutely vital to the strength, if not to the very existence of the Empire. He advocated a navy based on "broad national and Imperial lines," as he said again, "an Imperial defence founded on the principle of a common flag, one Union Jack, one navy, one army, one Throne." He said in his address to the Canadian Club:—"The Imperial question is uppermost in our minds, and the question of how we shall keep together. There is nothing aggressive in this; nothing in the way of a threat. It is merely a question in which we want to keep all we have and improve it, and get closer together with all parts of the Empire." Speaking to the National Club, he said: "The Empire is the component nations have its own flag, but let the old Union Jack represent the Empire one and indivisible."

SOME MISREPRESENTATIONS.

Admiral Beresford was the subject of some unfortunate misrepresentation before he had spoken a word in Canada. Refusing to be interviewed, he was credited with opinions which he did not utter. It was said that he had come to Canada to start a campaign for the Navy. This was entirely refuted. He held that it would be quite wrong for him to take any such course unless he had been asked to do so by the Dominion Government and also by the British Government. It was said that he had admitted and deplored the weakness of the British Navy. He made no such statement, although in conversation he emphasized the fact that the position of the British Navy is now and must remain unequalled. It was said that he had described Germany as a "naval power." This was also entirely refuted. As a matter of fact the Admiral has made no reference to any foreign country. He points out that if he had done so he would have been guilty of intemperate speech and of disregard for the feelings of a friendly nation. It was proper enough to be interested in the military and naval programmes of other countries, but they were not to be made the subject of irritating and offensive criticism. Equally without foundation was the report that he was carrying on a campaign against the Asquith Government. Lord Charles in Canada has made no hostile reference either to Germany or to the Home Government, and indeed throughout has spoken with tact, moderation, and dignity. It is certain that one result of his visit has been greatly to intensify Canadian interest in naval defence, as it affords another very striking illustration of the enormous advantage that would accrue to the Empire from more frequent visits of representative British statesmen to the overseas Dominions.

LADY SASSOON'S ESTATE.

Aline Caroline, Lady Sassoon, wife of Sir Edward Sassoon, M.P., and daughter of Baron Gustave de Rothschild, left estate valued at £240,972 gross, of which £218,972 is net personality. Probate of her will, with two codicils, has been granted in London to her husband, Sir Edward Sassoon, Bart., and Baron Leon Lambert, of Brussels. Lady Sassoon left valuable jewelry to her children and other relatives. Funds, of the marriage settlement dated October 17, 1887, and subject to a deed of partial resettlement dated September 21, 1892, of which Lady Sassoon had power of appointment, are, subject to her husband's life interest, to be divided among her children in equal shares. To each of her children on attaining their majority an annuity is left during the life of her husband of £2,400. The residue of her estate she left to her husband for life, with the remainder to her children in equal shares.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

E. R.

HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:

On Tuesday, the 12th October—
From Lower Belshers in a North-Westerly direction, at ranges up to 6,250 yards, commencing at 9 a.m., and finishing at 1 p.m.

On Thursday, the 14th October—
From Saiwan and Gough in a North-Easterly and a South-Easterly direction, at ranges up to 6,250 yards, commencing at 10 a.m., and finishing at 2 p.m.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

C. W. BECKWITH, Lieut., R.N.,
Harbour Master, &c.

Hongkong, 8th October, 1909. [1300]

HONGKONG CORINTHIAN YACHT CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the Club House TO-DAY (MONDAY), October 11th, at 6.15 p.m.

By Order of the Committee. [1298]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held on SATURDAY, the 23rd October, 1909, at 12.15 p.m., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chester Road, a notice regarding which is being sent to each Member.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 6th October, 1909. [1287]

HONGKONG GUN CLUB.

THE ANNUAL GENERAL MEETING is postponed until SATURDAY, the 23rd October, 1909.

G. C. MOXON,
Hon. Secretary.
Hongkong, 6th October, 1909. [1285]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. R. M. DYER, having been appointed CHIEF MANAGER of the Company, takes up the duties of the position from this date.

By Order of the Board of Directors,
W. J. GRESSON,
Chairman.
Hongkong, 5th October, 1909. [1277]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,
Hon. Secretary.
Hongkong, 7th September, 1909. [1174]

J. R. LEE & CO.,
P. O. Box 384,
Hongkong.

THE CHEAPEST STAMP Dealers in the East. Selections on approval. Collections bought.
Hongkong, 8th October, 1909. [1295]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G, at \$5, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [623]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

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PUBLIC COMPANIES

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 64, Bonhomie Street, West, Victoria, Hongkong, on FRIDAY, the 15th day of October, 1909, at 4 o'clock in the afternoon, when the subject of the resolution will be proposed:

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened.

NG LI HING,
General Manager.
Dated the 14th day of September, 1909. [1205]

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 12, Lower Albert Road, Hongkong, on TUESDAY, the 19th October, at 12.30 p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 19th October, both days inclusive.

By Order,
M. MANUK,
Acting Secretary.
Hongkong, 1st October, 1909. [1262]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on FRIDAY, the 22nd inst., at 11 a.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd inst., 1909, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 5th October, 1909. [1286]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS at 31st December, 1908 £19,121,310.

I. Authorised Capital ... £6,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,225,000 0 0
II. Fire Funds ... 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 14th August, 1909. [908]

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

Address—“GOOD VIEW”
Care of “Daily Press” Office.
Hongkong, 14th September, 1909. [150]

FOR SALE.

DERRINGTON, PEAK ROAD No. 8.
For Particulars apply to—
C. SCHROTER,
King's Buildings, HIND,
Hongkong, 1st September, 1909. [1140]

GRACA & CO.

No. 27 Des Voeux Road,
HONGKONG.

POSTAGE STAMPS

AND
PICTORIAL POST CARDS.

Just Received, a Selection of POSTAGE STAMP ALBUMS WITH MOVABLE LEAF.
Duplicate Pocket Books. Magnifying Glasses. Watermark Detectors. Nickel Tweezers. “Peerless” Stamp Hinges, &c., &c., &c.
Inspection Invited. [1229]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [629]

JUST LANDED

A LARGE ASSORTMENT OF

LADIES' & GENTS' BOOTS

& SHOES.

A. TACK & CO.

PHOTO-SUPPLIES.

25, Des Voeux Road, CENTRAL,
Hongkong, 20th August, 1909. [37]

AUCTION

E. R.
PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 11th day of October, 1909, at 3 p.m., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY the GOVERNOR, of One Lot of CROWN LAND near Shaikwan Island Lot No. 414, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Feet.	Area in Acres.	Upset Price.
Lot No. 414.	Shaikwan Island, near Shaikwan Island.	N.E. 75 feet, S.E. 75 feet, S.W. 75 feet, N.W. 75 feet.	30,000	42	4,500

ASAHI BEER
SAPPORO BEER
TO BE OBTAINED FROM ALL WINE DEALERS

MITSUI BUSSAN KAISHA

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd., for Tiffin Rooms.

Apply to—
YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

TO LET.

NO. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—
H. M. H. NEMAZEE,
9, Peddar's Hill.
Hongkong, 14th August, 1909. [1073]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, Peddar's Hill.

Apply to—
Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1909. [807]

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1909. [1035]

TO LET.

NO. 2, PEDDER STREET, premises now occupied by the CITY OF PARIS, about 1,720 Square Feet Floor Area.

Apply to—
JOHN LEMM,
64, Queen's Road Central.
Hongkong, 6th October, 1909. [1239]

TO LET.

ONE SPACIOUS GODOWN, No. 125, Wanchoi Road.

Apply to—
REUTER, BRÜCKELMANN & Co.
Hongkong, 20th September, 1909. [911]

TO LET.

2 ROOMS, on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—
JOHN D. HUMPHREYS & SON,
Alexandra Buildings.
Hongkong, 6th September, 1909. [1171]

TO LET.

IN Canton, from the 1st November, two SEMI-DETACHED HOUSES, each containing Eight Rooms with Back Yards and Servants' Quarters, on Shamshui Lot 55, now in the occupation of the Mitsui Bussan Kaisha.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 4th October, 1909. [1274]

TO LET.

NO. 158, PRAYA EAST.

Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd September, 1909. [1232]

TO LET.

FOREIGN HOUSES, Nos 9 and 9a, WONG NEI CHONG ROAD, facing Race Course.

Apply to—
GOH GUAN HIN,
64, Bonhomie Street West,
Hongkong, 24th September, 1909. [1237]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1909. [818]

TO LET.

A Suite of 3 ROOMS on Third Floor of “Hotel Mansions” with use of two Bath Rooms, suitable for Office or Living Rooms. From 1st November next.

FIVE-ROOMED HOUSES at Kowloon. NEW and COMMODIOUS SHOPS. Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-ma-tei. Area 85,200 square feet, with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 30th September, 1909. [1258]

TO LET.

DUNHAVEN, 33, ROBINSON ROAD, 52, CAINE ROAD.

Apply to—
HO U MING,
81, Queen's Road Central.
Hongkong, 7th September, 1909. [1177]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYDON TERRACE. OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1909. [97]

TO LET.

IN No. 6, DES VOEUX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers No. 31, Wyndham Street.

DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1909. [1054]

TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHAMSHUI, CANTON, now in occupation of the Canton Kowloon Railway.

The EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

JEWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street, HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—FOR CEMENT, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 30th August, 1909. [100]

TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—
E. A. & C. F. CARVALHO,
14, Arbuthnot Road.
Hongkong, 4th August, 1909. [1036]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

“ERANDE BUNGALOW” Furnished, Kowloon. A Small Garden attached. Cheap Rental.

Apply to—ARRATON V. APCAR & Co.,
14, Des Voeux Road.
Hongkong, 24th August, 1909. [399]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1909. [98]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tsang Lap Ting's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—
KAM FOOK,
No. 107, Wellington Street,
behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.
Hongkong, 29th May, 1909. [797]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [936]

TO LET.

STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 4,000 SQUARE FEET. 999 YEARS' LEASE. For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—
CHATER & MIDDY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,375,000
RESERVE LIABILITIES OF PROPERTIES ... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent.
for 6 “ “ 3 “
for 3 “ “ 2 “

W. M. DICKSON,
Manager.
Hongkong, 6th April, 1909. [121]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (€3,750,000)
RESERVE FUND FL. 6,125,745 (about £479,407)

HEAD OFFICE—AMSTERDAM.
HEAD-AGENCY—BATAVIA.

Branches:—Singapore, Penang, Shanghai, Bangkok, Samarang, Sourabaya, Cheribon, Padang, Palembang, Paseroean, Tjilatjap, Radja, (Acheen) Bandjermaasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS—
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
On Current Account 2 per annum on daily balances.

On Fixed Deposits 12 months 4½ per annum.
“ “ 6 “ 4 “ “
“ “ 3 “ 3½ “ “

J. L. VAN HOUTEN, Agent.
Hongkong, 23rd July, 1909. [25]

BENGER'S FOOD

Benger's Food, prepared with fresh new milk, is all food.

It is distinguished from others by the ease with which it can be digested and absorbed. It can be served prepared to suit the exact physical condition of the person for whom it is intended.

Benger's Food is for infants, invalids, and all whose digestive powers have become weakened through illness or advancing age.

Benger's Food is sold in tins by Chemists, etc., everywhere.

NOTICES TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"BLOEMFONTEIN"

Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 12th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & CO. Agents.

Hongkong, 6th October, 1909.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-REGENT LUITPOLD"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo Ex. S.S. "ALBERTO TREVIS" from Venice. NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 6th October, 1909.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 16th inst., or they will not be recognized.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

No Fire Insurance has been effected. CARLOWITZ & CO. Agents.

Hongkong, 6th October, 1909.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS

THE P. & O. S. N. Co.'s Steamer.

"PALERMO"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 8th October, 1909.

SCIENTIFIC MISCELLANY.

A NEW WOOD—HIGH FEVER IN PLANTS—A BRAKE TO HOLD—SEWAGE DISPOSAL AT A PROFIT—THE DRYING EARTH—IRON IN CONCRETE FREE FROM RUST—SAFE STORAGE OF LIME—MOONLIGHT-LOVING WORMS—BOG WATER TOXINS.

The peat wood patented by Helbing in Germany is claimed to be a great improvement over previous mixtures of peat and gypsum. The wet peat is washed, and is then mixed with water-slaked lime and an albuminous compound, and sometimes with a playey earth containing sulphur, and the mixture is forced into moulds under a pressure of about 50 pounds per square inch. After short compression, the material is taken out and dried in the open air. These artificial boards are claimed to be as hard and strong as the best natural wood, they are not hygroscopic, are fungus-proof, and are slow-burning. They can be worked, polished and painted like natural wood. The peat wood is recommended as adapted for a great variety of purposes, such as flooring, doors, fireproof stairs, ceilings, cabinet work, side-walks, roof coverings, street and factory pavements, decorations, furniture, ship-building, street cars, and railroad ties.

Heat sufficient to destroy life, generated by the normal function of respiration, has been the surprising discovery of Prof. Hans Molisch, of Prague. Freshly cut leaves were insulated in wood, wool and cloth, with a thermometer protruding, and in 9 hours they had become heated from 22 degrees to 44 degrees C., and within 15 hours to 51.5 degrees C. (125 degrees F.). In the next 37 hours the temperature fell to 34 degrees C., then rose to 47 degrees C., then finally, a test at 43 degrees C. showed the leaves to be still alive. The first rise in temperature could be explained only as a result of respiration of the leaves, and the second rise was due to the rapid development of bacteria, which were few until after the first maximum had been passed. By enclosing one end of a tube of ether in a mass of insulated leaves, the effects of a vegetable furnace were shown. The liquid boils at 34.5 degrees C., and in this "furnace" it was very soon boiling vigorously.

An electro-magnetic brake of new type, now made in Germany for mountain and other railways, grips the rails instead of acting on the wheels.

The utilizing of the solid matter of sewage by the method of Dr. Grossman is being tested in the north of England, and is claimed to have proven hygienic, effective and economical, the products more than paying the expense. The coarsest suspended matter, being removed, the sewage is stored a few weeks in settling tanks. The clear liquid is then run off, and more water is removed by pressure from the sludge, which is then mixed with chemicals and distilled with superheated steam. The grease in the steam passing over from the retort is collected on the surface of cool water. This grease, derived from the large amount of soap that finds its way into the sewers, forms about five per cent. of the residuum, and is sold at about 85 p. per ton. The black odorless powder, rich in nitrogen, that remains in the retort amounts to 700 to 900 pounds for each ton of pressed sludge. This is in demand as a fertilizer, and is sold readily at about \$1.50 per ton. A flow of 3,000,000 gallons of raw sewage per day yields about 21 tons pressed sludge, which is valued at an average net profit of 58 cents per ton.

That much of Europe will become an arid desert in a few centuries, unless steps are taken to prevent it, was the prophecy made a year or two ago by a distinguished French scientific man. It is well known in a vague way that some parts of the earth are drier than formerly, but observations are lacking to show whether this has been a result of merely local conditions or is a locally advanced stage of a process going on over a wide area. Herr Walser, a German, has been lately trying to get a more accurate idea of the desiccation from the records of bodies of water. He finds that hundreds of European lakes have entirely disappeared, and in the canton of Zurich alone the 149 lakes of 1660 have become reduced to 76, while about half of these have been diminished in size. German and Russian lakes also, as well as those of Western Asia, give evidences of a drying up of the land.

Renewed assurance of the durability of reinforced concrete is given by Rohland, a German engineer, who has found that acid carbonates and sulphates in the cement, partly formed in the setting, dissolve the ironoxide from the iron bars, etc., leaving the metal bright. The hardened cement protects against any further rusting.

A novel plan is being tried for preventing the rapid deterioration of lime and the injury to workmen by the dust in factories and other places where large quantities are stored or kept. Even under fair shelter lime becomes air-slaked, and the new remedy consists in more securely protecting it in silos, similar to those used for wheat, which are hermetically sealed and are filled from buckets opening at the bottom. There is neither dust nor exposure to the air. In a German establishment, a storeroom 140 feet long and 80 wide has been supplied with thirty silos having a total capacity of 1,500 tons. The buckets hold 8 tons each, and they are taken to the storeroom in special covered trucks having a capacity of about 30 tons each.

The palolo is a remarkable marine worm that exists in vast numbers in the Polynesian seas, where it is highly prized as food by the natives, and once each year it visits the Samoan, Fijian and Gilbert archipelagos to spawn. A singular fact is that it always appears at the last quarter of the moon in October. A Japanese marine worm, Meres japonica, is said also to regulate its breeding season by the moon, and at the new

or full moon of the middle or last of December it suddenly appears in immense swarms in the Kagoshima Gulf and adjacent rivers, covering the water to a depth of five or six feet. In two hours it disappears. The worm if used as bait, and is so abundant that it is also collected for manure.

Swamp lands have often proved unfavourable for agriculture, even when well drained and fertilized. From the investigations into the subject in the extensive swamps of the United States, A. Daehnowski concludes that the loss of fertility is due, at least in part, to the presence in bog water of "substances" poisonous to plants. They seem to be produced by imperfect oxidation and decomposition of proteins and related bodies, and it is possible that in respiration bog plants may differ from others. After the land has been exposed to the air for a time, the fertility is restored by oxidation of the harmful products.

A STRANGE CURE

FRIGHT AND STARVATION CURES DYSENTERY.

A Korean student presented himself at Dr. Nagaya's hospital, Tokyo, last month for consultation. At his disease was diagnosed to be dysentery, the hospital immediately reported the case to the nearest police station, and a policeman arrived at the hospital without delay to remove the sufferer to the infectious diseases hospital. To the astonishment of the policeman and physician concerned, the Korean patient had disappeared from the hospital in the meantime. A close search was made, says the Japan Gazette, but in vain. Three days later a servant of the hospital noticed something moving under the floor of the hospital, and on approaching it found the Korean patient cowering himself. On being questioned, the Korean replied that he had taken refuge, as he was afraid of "arrest" by the police. He was again put under medical examination, when it was found that his disease had been cured during the three days and three nights since his disappearance, the cure being attributed to the fact that he had taken nothing to eat or drink during the period.

LATEST STEAMER MOVEMENTS

The C. & M. str. *Rubi* left Manila on the 9th inst., and is due here to-day at 6 p.m.
The N.Y.K. str. *Kanagawa Maru* (European Line) left Shanghai for this port on the 8th inst., and is expected here to-day.
The N.Y.K. str. *Bombay Maru* (Bombay Line) left Singapore for this port on the 6th inst., and is expected here to-morrow.
The N.Y.K. str. *Sado Maru* (European Line) left Singapore for this port on the 5th inst., and is expected here on the 14th inst.
The P. & O. str. *Nova* is expected to arrive at Penang on the 24th inst., at noon.

WHITELEY'S
THE BIGGEST STORE
IN THE WORLD.
HIGH QUALITY. MODERATE PRICES.
PROMPT ATTENTION.
General Illustrated Catalogue (free upon request) sent by post. Any Departmental List sent Free by post on application.
WM. WHITELEY, Ltd.,
UNIVERSAL PROVIDERS,
WESTBOURNE GROVE & QUEEN'S RD.,
LONDON, W.

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY

SHIPPERS
Gutler, Palmer & Co., London,
AGENTS
SIEMSEN & CO.,
HONGKONG.

AN IDEAL INVALID FOOD IN HOT CLIMATES.

Allenburys' DIET

The "Allenburys' Diet" is a complete food, being manufactured from milk and wheaten meal, both ingredients being largely predigested. It is most palatable and easy of digestion, and can be made in a minute, the addition of boiling water only being necessary. Whilst acceptable to all as a light nourishment, it is especially helpful to Invalids, Dyspeptics, and the Aged.

For Travellers by Sea or Land this complete food will be found exceedingly valuable.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

HARMSTON'S GRAND CIRCUS

ROYAL MENAGERIE OF PERFORMING WILD ANIMALS,
THE LARGEST AND BEST CIRCUS COMBINATION TRAVELLING
THE EAST.

LOCATION OF OUR TENTS:—

TRAMWAY TERMINUS, KENNEDY TOWN.

GRAND SUCCESS OF OUR FIRST CHANGE OF PROGRAMME.

TO-NIGHT!

NEW ACTS. NEW ACTS.

AGAIN TO-NIGHT! AGAIN TO-NIGHT! AT 9.15 P.M. SHARP.

OUR ALL-STAR COMPANY

OF

LONDON & CONTINENTAL ARTISTES

30 IN NUMBER 30

NEXT MATINEE:

WEDNESDAY, OCTOBER 13TH.

Doors Open 3 o'clock. Performance at 4 P.M. sharp. (Children Half-Price at Matinees only.)

Same Great Programme as in the Evening—Nothing curtailed.

FOR FULL PARTICULARS READ OUR DESCRIPTIVE HAND-BILLS.

N.B.—Soldiers and Sailors in uniform Half-Price to the \$1.00 and \$2.00 Seats.
Booking at ROBINSON PIANO Co., Ltd.
NOTICE.—Special Trains running before and after performance.
MADAME HARMSTON-LOVE, COL. BOB LOVE, R. ALTON,
Proprietress, Sole Manager, Advance Representative.
1276]

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safe and most Effective Aperient for Regular Use.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KORSE MARU" and "SAIKO MARU" (2,877 tons each) as follows:—

NORTH-BOUND			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday Saturday	Saturday or Sunday
Lv.	Ar.	Sunday	Monday or Tuesday
—Mukden	11 a.m.		Friday
Lv.	8.50 p.m.		
Lv.	9.15 p.m.		
—Changchun	9 a.m.	Monday	Wednesday
Lv.	6.55 a.m.		Saturday
Ar.	5 p.m.		
—Harbin	5 p.m.		
Connecting at Harbin with:			
State Express for Moscow.	Wagon-Lits for Moscow.	State Express for St. Pet.	
SOUTH-BOUND			
Leave—Harbin	Arrive—Changchun	Thursday	Saturday
Lv.	Ar.	Friday	Sunday
—Mukden	6 p.m.		
Lv.	7 p.m.		
Lv.	2.10 a.m.	Wednesday	Friday
Ar.	2.30 a.m.		Sunday
Lv.	12.30 p.m.		
—Shanghai (Steamer)	afternoon	Friday	Sunday
Ar.		Tuesday	Tuesday
*Russian Train time is 23 minutes earlier than S. M. R. time.			

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO") At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.
FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add.: "MANCHURIA" Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

Apollinaris

THE QUEEN OF TABLE WATERS.

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO.,

Sole Agents,

No. 2, Connaught Road, Central.

(1958-3)

AS SUPPLIED TO THE HOUSE OF

LORDS AND HOUSE OF COMMONS.

THORNE'S

OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE

OF CHATHAM AND HAS BEEN SOLD AS SUCH SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

1033

CLEANSE YOUR BLOOD
WITH GRIMALTY & CO'S
SARSAPARILLA

The original and best recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.

GRIMALTY & CO.
5, rue de Valenciennes,
PARIS

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK"

A.I. A.B.C., and Engineering Code Use

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length..... 722 feet

Length on Blocks..... 714 "

Width of Entrance on Top..... 963 "

Width of Entrance on Bottom..... 882 "

Water on Blocks at Spring Tide..... 342 "

DOCK No. 1.

Extreme Length..... 523 feet

Length on Blocks..... 513 "

Width of Entrance on Top..... 88 "

Width of Entrance on Bottom..... 77 "

Water on Blocks at Spring Tide..... 62 "

DOCK No. 2.

Extreme Length..... 371 feet

Length on Blocks..... 350 "

Width of Entrance on Top..... 65 "

Width of Entrance on Bottom..... 53 "

Water on Blocks at Spring Tide..... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIALS is

always kept on hand.

THE COMPANY has the powerful steamer

"GURA-MARU" (712 tons, 700 H.P.)

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

for service.

Short Notice.

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SHIPPING.

ARRIVALS.
CATHAY, Danish str., 2649, Kruse, 10th October—Shanghai 6th Oct., Beas, &c.—Melchers & Co.
CHINWAT, British str., 1350, J. Speed, 10th October—Shanghai 7th Oct., General—Butterfield & Swire.
EASTERN, British str., 3500, W. G. McArthur, 10th October—Kobe 5th Oct., General—Gibb, Livingston & Co.
FRITHJOF, Norwegian str., 891, O. Anderson, 8th October—Haiphong, &c., 2nd October, Rice and General—Asgard, Thesson.
FUKU MARU, Jap. str., 4189, Y. Murakami, 9th Oct.—Mojji 4th October, Coal—Mitsui Bussan Kaisha.
HATAGO, British str., 1362, Hodgins, 10th Oct.—Fochow, Amoy and Swatow 9th Oct., General—Douglas, Laprak & Co.
HANGSANG, British str., 1356, S. Wilds, 9th October—Shanghai 5th and Swatow 8th Oct., General—Jardine, Matheson & Co.
HONG WAN, British str., 1199, Y. Murakami, 9th Oct.—Singapore 2nd October, General—Joo Tak Sing.
LIANGHONG, British str., 1210, Harder, 9th October—Wakamatsu 5th October, Coal—Butterfield & Swire.
MEERFOO, Chinese str., 10th October—Canton.
TEAN, British str., 1350, Outerbridge, 9th October—Manila 6th October, General—Butterfield & Swire.
TOURANE, French str., 5432, Bourgo, 10th Oct.—London and Singapore 7th October, Mails and General—Messageries Maritimes.
WUHU, British str., 1227, J. Copan, 10th October—Chingwang 3rd Oct., Coal—Butterfield & Swire.
YETOFU MARU, Japanese str., 3068, Soyeda, 9th October—Mojji 3rd October, General—Nippon Yusen Kaisha.

DEPARTURES.
9th October.
CHINA, American str., for Shanghai.
CHUTEN, Chinese str., for Shanghai.
HANOI, French str., for Quing Chow Wan.
J. DIEDERICHSEN, German str., for Hoihow.
KJELD, Norwegian str., for Canton.
RAJAH, German str., for Bangkok.
SHAN, British str., for Amoy.
SUNGKANG, British str., for Cebu.
TJIMAH, Dutch str., for Batavia.
ZAFIRO, British str., for Manila.
10th October.
BUSHU MARU, Japanese str., for Wakamatsu.
DAIGO MARU, Japanese str., for Swatow.
FOOSHING, British str., for Singapore.
FRITHJOF, Norwegian str., for Hoihow.
HATAGO, British str., for Swatow.
HANGSANG, British str., for Canton.
HARFORD, British str., for Barcelona.
HONGWAI, German str., for Amoy.
JOHANNE, German str., for Swatow.
KANCHON, British str., for Chinkiang.
LANAN, British str., for Shanghai.
PARKER, British str., for Takao.
PHEUMPH, British str., for Saigon.
PROTEUS, Norwegian str., for Haiphong.
WAKAMATSU MARU, Jap. str., for Wakamatsu.
11th October.
The British str. Huiyang reports: Fresh N.E. breeze and showery.
The British str. Eastern reports: Fine weather, strong N.E. monsoons, strong S.W. current on China Coast.
The British str. Tean reports: Moderate E.S.E. to E.N.E. winds with heavy, confused swell, wind and sea increasing approaching Hongkong; overcast passing rain.

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ARRIVALS.
KOWLOON DOCK.—On Lee, S.M.S. Tsingtau, Dragon.
COSMOPOLITAN DOCK.—
TAKOO DOCK.—St. Enoch, Yunnan.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies).

STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship
"ISCHIA."
Capt. Baldo, will be despatched as above to MORROW, the 12th inst., at Noon.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, 1st October, 1909. [1292]

FOR SINGAPORE, PENANG AND CALCUTTA.
Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship
"LIGHTNING."
Capt. A. E. Gouties, will be despatched for the above ports TO MORROW, the 12th inst., at Noon.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 9th October, 1909. [1292]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.
FOR BOSTON AND NEW YORK.
"ATHOLL" ... About 15th Oct.
FOR NEW YORK.
"GHAEZ" ... About 13th Nov.
For Freight and further information, apply to
DODWELL & Co., Ltd., Agents.
Hongkong, 8th October, 1909. [1129-1253]

DAMPSCHEIFFS RHEDERER "UNION"
ACTING GENERAL MANAGERS.
FOR BOSTON AND NEW YORK.
(With Liberty to Call at Malabar Coast).

THE Steamship
"ALBENGA."
Capt. Lorenzen, will be despatched as above on or about the 22nd inst.
For Freight apply to
CARLOWITZ & Co., Agents.
Hongkong, 6th October, 1909. [1291]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." together with the number denoting the section.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESP
LONDON &c. VIA USUAL PORTS OF CALL.	HIMALAYA	Brit. str.	—	L. E. S. Spicer, R.N.E.	P. & O. S. N. Co.	On 18th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	CHYLON	Brit. str.	—	F. N. Rivers, R.N.E.	P. & O. S. N. Co.	About 20th
ANTWERP & HAMBURG VIA STRAITS, &c.	LYBRIA	Ger. str.	K. W.	Knaschel	HAMBURG-AMERICA LINE	On 1st Nov.
HAMBURG & HAMBURG VIA STRAITS, &c.	NYCOMEDIA	Ger. str.	K. W.	Habel	HAMBURG-AMERICA LINE	To-morrow.
HAMBURG & HAMBURG VIA STRAITS, &c.	AMBRIA	Ger. str.	K. W.	Deinat	HAMBURG-AMERICA LINE	On 18th inst.
HAMBURG & HAMBURG VIA STRAITS, &c.	BELGRAVIA	Ger. str.	K. W.	Hilkebrant	HAMBURG-AMERICA LINE	On 6th Nov.
HAMBURG & HAMBURG VIA STRAITS, &c.	SILBRIA	Ger. str.	K. W.	W. Hoff	HAMBURG-AMERICA LINE	On 15th Nov.
MARSEILLES, &c. VIA PORTS OF CALL.	OSANIAN	Freest.	—	Seller	MESSAGERIES MARITIMES	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 18th inst.
MARSEILLES, LONDON & HULL	GHAMORGANSHIRE	Brit. str.	—	H. C. No-His	JARDINE, MATHEWSON & Co., LD.	About 23rd
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	—	J. Drieg	NIPPON YUSEN KAISHA	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TSANQUERAT	Jap. str.	—	T. Murai	MELCHERS & Co.	Middle
MARSEILLES, HAVRE, COPENHAGEN, &c.	LUETZOW	Ger. str.	—	C. Dowers	NIPPON YUSEN KAISHA	About 20th
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aust. str.	—	B. Colob	NIPPON YUSEN KAISHA	On 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	COULSDON	Brit. str.	—	Turnbull	MELCHERS & Co.	About 25th
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GHAEZ	Brit. str.	—	Lorenzen	SANDER, WIELER & Co.	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATHOLL	Brit. str.	—	F. W. Davies	ANNHOLD, KARBBERG & Co.	About 13th
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ALBENGA	Ger. str.	2 m.	K. Sato	DODWELL & Co., LTD.	About 16th
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF JAPAN	Brit. str.	—	M. Hagino	CANADIAN PACIFIC R. Co.	About 22nd
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	—	E. K. Hutchinson	DODWELL & Co., LTD.	On 16th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	1 m.	H. Fraser	CANADIAN PACIFIC R. Co.	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 9th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA	About 16th
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 22nd
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSANIAN	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 26th inst.
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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 15th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	HIMALAYA	Noon, 16th Oct.	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	CEYLON	About 20th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR	About 23rd Oct.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 12th Oct., 3 P.M.
NEWCHANG	"NANCHANG"	On 12th Oct., 4 P.M.
CHINKIANG	"KWELLIN"	On 12th Oct., 4 P.M.
TIENTSIN	"HUICHOW"	On 17th Oct., D'light.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment to TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"CHANGSHA"	On 5th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers have Passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

Hongkong, 11th October, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING BELENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY and FOCHOW.	TUESDAY, 12th Oct., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 11th October, 1909.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	About 12th October.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"TRANQUEBAR"	Middle of November.

For Further Particulars apply to

Hongkong, 27th September, 1909.

MELOHERS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA, KOBE and MOJI	"KUTSANG"	Wed. day, 11th Oct., 4 P.M.
SANDAKAN	"MAUSANG"	Tuesday, 12th Oct., 8 A.M.
SHANGHAI VIA SWATOW	"HANGSANG"	Tuesday, 12th Oct., 4 P.M.
TIENTSIN VIA TUNGTAU, WEI-HAIWEI & CHEFOO	"CHEONGSHING"	Wed. day, 13th Oct., 4 P.M.
MANILA	"LOONGSANG"	Friday, 15th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 16th Oct., 2 P.M.
MANILA	"YUENSANG"	Friday, 22nd Oct., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafco, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Khat, Lahad, Duta, Simporna, Tawao, Auskan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to

Hongkong, 11th October, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).
S.S. HONGKONG MARU ... 6000 tons gross ... Sail Oct. 26th, at Noon.
S.S. MANSHU MARU ... 5000 " " " " Dec. 10th, at Noon.
S.S. AMERICA MARU ... 6000 " " " " Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 16th September, 1909.

TOYO KISEN KAISHA, York Building, 462

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KANAGAWA MARU, Capt. J. Nagao	6,500	WED. DAY, 13th Oct., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	HAKATA MARU, Capt. J. Dring	6,500	WED. DAY, 27th Oct., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU, Capt. K. Sato	7,000	TUESDAY, 12th Oct., at Noon.
BOMBAY via SINGAPORE	KAGA MARU, Capt. M. Hagino	8,000	TUESDAY, 9th Nov., at Noon.
COLOMBO	YAWATA MARU, Capt. T. Sekine	5,000	FRIDAY, 29th Oct., at Noon.
SHANGHAI, MOJI and KOBE	NIKKO MARU, Capt. M. Yagi	6,000	FRIDAY, 26th Nov., at Noon.
KOBE and YOKOHAMA	YETOROFU MARU, Capt. K. Soyeda	4,500	MONDAY, 11th Oct., at Noon.
KOBE and YOKOHAMA	BOMBAY MARU, Capt. W. A. Evans	4,500	FRIDAY, 15th Oct., at Noon.
KOBE and YOKOHAMA	SADO MARU, Capt. G. C. Murray	6,500	FRIDAY, 15th Oct., at 5 P.M.
KOBE and YOKOHAMA	HIRANO MARU, Capt. H. Fraser	9,000	FRIDAY, 22nd Oct., at Noon.
KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi	6,000	TUESDAY, 26th Oct., at Noon.

Fitted with New System of Wireless Telegraphy.

Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days; to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE,
PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU (Capt. T. MURAI) ... About Wed. 20th Oct.

KITANO MARU ... (Capt. F. E. COPPE) ... About Wed. 17th Nov.

HIRANO MARU ... (Capt. H. FRASER) ... About Wed. 15th Dec.

KAMO MARU ... (Capt. F. L. SOMMER) ... About Wed. 12th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 24th September, 1909.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
BUBI	2540	E. W. Almond	Manila	On 15th Oct., Noon.
ZAFIRO	2540	E. Rodger	Manila	On 23rd Oct., Noon.

For Freight or Passage apply to
Hongkong, 11th October, 1909.SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South America Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:
S.S. SILESIA ... 19th Oct.
S.S. BRISGAVIA ... 21st Oct.
S.S. SILVIA ... 21st Nov.
S.S. SUEVIA ... 17th Nov.
S.S. SENEGAMBIA ... 18th Nov.
S.S. SITHONIA ... 18th Dec.
S.S. SCANDIA ... 10th Dec.
S.S. BRASILIA ... 18th Dec.
S.S. SEGOVIA ... 28th Dec.

HOMEWARD.

FOR HAVRE & HAMBURG:
S.S. NICOMEDIA ... 12th Oct.
FOR HAVRE, ANTWERP & HAMBURG:
S.S. AMBERIA ... 18th Oct.
FOR ANTWERP & HAMBURG:
S.S. LIBERIA ... 1st Nov.
FOR HAVRE & HAMBURG:
S.S. BELGRAVIA ... 6th Nov.
FOR HAVRE & HAMBURG:
S.S. SILESIA ... 15th Nov.

Further Particulars, apply to—

Hongkong, 7th October, 1909.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910.

Head Office for the Far East—
16, DES VŒUX ROAD,
HONGKONG.Japan Office,
14, WATER STREET,
YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIPANAS	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIKINI	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJILATJAP	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILIWONG	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAPAN	First half of Nov.	JAVA	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 5th October, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA VIA KEELUNG	"FITZPATRICK"	4,416	SATURDAY, 25th Oct., at Noon.
SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	Capt. E. R. Hutchinson, "SEATTLE MARU" Capt. T. Saito	4,182	SATURDAY, 20th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. K. SUGI	WED. DAY, 13th Oct., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	"DALJIN MARU" Capt. Y. KURURAKI	SUNDAY, 17th Oct., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PENZANCE (London 1 day later)
COLOMBO				
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	MANTUA	11000	March 5
ASSAYE	7500	CHINA	9000	March 11
DELTA	8000	MALWA	11000	March 19
		(Through Steamer calling at Bombay)		April 2
MACEDONIA	10500	MONGOLIA	10600	April 16
		MARMORA	10500	April 22
DEVANHA	8000	MOULTAN	10000	May 6
ASSAYE	8000			May 14
DELTA	7500			May 20
DELHI	8000			May 28
				June 3
				June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer from COLOMBO is definitely reserved in Accommodation in the connecting Steamer from COLOMBO at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	about 26	March 12
SUMATRA	February 9	March 26
NYNZA	February 23	April 9
SUNDA	March 23	May 7
MALTA	April 20	June 4
SABDINIA	May 18	July 13
NOBE	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd " £33.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE VIA SIBERIA:

Date of Despatch from London	Date due in Hongkong	Vessels
18th September	To-day	Oceanic

MAIL NOTICE

A wall letter-box has been placed at the entrance to the Lower Peak Tram Station. It will be cleared at 7 a.m., 9 a.m., 11 a.m., 3 p.m. and 5 p.m. on weekdays and at 9 a.m. on Sundays.

The *Delhi*, with the English mail of the 17th Sept, left Singapore on Saturday, the 9th inst., at 7.30 a.m., and may be expected here on or about Thursday, the 14th inst., 7 a.m. This packet brings replies to letters despatched from Hongkong on the 17th August, and the parcel mails closed in London for despatch by the all-sea route on the 8th September, and for despatch overland on the 15th September.

FOR	PER	DATE
Kobe and Yokohama	Vine Branch	Monday, 11th, 11.00 A.M.
Macao	Sui Tai	Monday, 11th, 1.15 P.M.
Shanghai, Yokohama, Kobe and Moji	Kaitang	Monday, 11th, 3.00 P.M.
Singapore, Colombo and Bombay	Yelofa Maru	Monday, 11th, 3.00 P.M.
Sandakan	Mauwang	Monday, 11th, 5.00 P.M.
Swatow, Amoy and Hong Kong	Haiyang	Tuesday, 12th, 9.00 A.M.
Shanghai and Vladivostok	Asocia	Tuesday, 12th, 10.00 A.M.

EUROPE, &c., INDIA VIA TATTOORIN.
(Late Letters 11.00 A.M. to Noon Extra)
Postage 10 a.m. to 11.00 a.m. to Noon Extra.
(Letters posted in all the Pillar Boxes
is time for the first clearance will be
included in this contract mail.)

Singapore, Penang and Calcutta	Lightning	Tuesday, 12th, 11.00 A.M.
Shanghai, Kobe, Yokohama, Yokohama, Victoria and Seattle	Aki Maru	Tuesday, 12th, 1.00 A.M.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

	October 9th.
On LONDON:—	
Telegraphic Transfer	1/8 ¹¹ / ₁₆
Bank Bills, on demand	1/9
Bank Bills, at 30 days' sight	1/9 ¹ / ₂
Bank Bills, at 4 months' sight	1/9 ¹ / ₂
Credits, at 4 months' sight	1/9 ¹ / ₂
Documentary Bills 4 months' sight	1/9 ¹ / ₂

On PARIS:—	
Bank Bills, on demand	220
Credits, at 4 months' sight.....	224
On GERMANY:—	

ON GERMANY:—	
On demand.....	179½
ON NEW YORK:—	
Bank Bills, on demand	42½

	Credits, at 60 days' sight	43½
ON BOMBAY:—		
	Telegraphic Transfer	130½

Bank, on demand	130 1/2
ON CALCUTTA :-	
Telegraphic Transfer ..	130 1/2
Bank, on demand	130 1/2

ON	SHANGHAI:—	
	Bank, at sight	748
	Private, 30 days' sight	753

ON YOKOHAMA :—On demand	85
ON MANILA :—On demand—Per	85
ON SINGAPORE :—On demand	74

ON BATAVIA:—On demand	105
ON HAIPHONG:—On demand	8 1/2
ON SAIGON:—On demand	8 1/2

ON BANGKOK	—On demand.....	88 1/2
SOVEREIGNS, Bank's Buying Rate ..		\$11.45
GOLD T. S. 100 fine, per tael		\$59.90
BAR S. 100 fine, per tael		23 1/2

ALONE, per oz.	18
<hr/>	
SUBSIDIARY COINS.	
	per cent